Amendment to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 14. (Canceled).

15. (Currently Amended) A method for determining an ignition angle for an internal combustion engine, comprising:

determining a base ignition angle based on instantaneous engine speed and load;

determining, as part of a downstream knock control, a first ignition angle adjustment in a retarding direction when knocking has been detected;

determining, as part of a knock limit control, a second ignition angle adjustment when at least one manipulated variable influencing a knock limit changes, wherein the second ignition angle adjustment is in one of an advancing direction and a retarding direction, depending on the at least one manipulated variable and a change in the at least one manipulated variable; and

adding the base ignition angle, the first ignition angle adjustment, and the second ignition angle adjustment to form a maximum value for adjustment of the ignition angle.

16. (Previously Presented) The method as recited in Claim 15, wherein the knock limit control is performed for all cylinders in the internal combustion engine at the same time and in the same manner.

17. (Previously Presented) The method as recited in Claim 15, wherein the knock limit control is triggered by a change in an exhaust gas recirculation rate.

18. (Previously Presented) The method as recited in Claim 15, wherein the knock limit control is triggered by an adjustment in a camshaft of the internal combustion engine.

19. (Previously Presented) The method as recited in Claim 15, wherein the knock limit control is triggered by one of opening and closing of a charge motion control valve.

20. (Previously Presented) The method as recited in Claim 15, wherein the knock limit control is triggered by a modification of a valve train.

21. (Previously Presented) The method as recited in Claim 15, wherein the knock limit control is triggered by one of: a) a change in an engine temperature; and b) a change in at least one of a coolant temperature and a coolant flow rate.

22. (Previously Presented) The method as recited in Claim 15, wherein the at least one manipulated variable is changed in such a way that the knock limit control advances the base ignition angle, and wherein the knock control remains active, and wherein the knock limit control advances the base ignition angle only until the knock control has detected a knock.

23. (Previously Presented) The method as recited in Claim 15, wherein the at least one manipulated variable is changed in such a way that the knock limit control retards the base ignition angle for each knock detected, and wherein the ignition angle is not changed by the knock control and by a stationary adaptation during the knock limit control.

24. (Previously Presented) The method as recited in Claim 23, wherein a knock detection limit is lowered.

25. (Previously Presented) The method as recited in Claim 22, wherein an advance of the base ignition angle is determined in the knock limit control when at least one of: a) an exhaust gas recirculation rate increases; and b) an engine temperature decreases.

26. (Previously Presented) The method as recited in Claim 23, wherein a retardation of the base ignition angle is determined in the knock limit control when at least one of: a) an exhaust gas recirculation rate decreases; and b) an engine temperature increases.

27. (Previously Presented) A method for adjusting an ignition angle of an engine upon a torque intervention, comprising:

interrupting a knock limit control, wherein at least one manipulated variable influencing a knock limit is changed during the torque intervention;

determining the ignition angle based on a torque structure of the engine, after the torque intervention; and

obtaining a value for an ignition angle adjustment from a characteristic map, wherein the characteristic map stores a plurality of values for the ignition angle adjustment as a function of an engine speed, an engine load, and the changed at least one manipulated variable.

28. (Previously Presented) The method as recited in Claim 27, wherein the plurality of values stored in the characteristic map are adaptively determined during normal operation of the knock limit control.